

IN THE SPECIFICATION

At pages 5 and 6, please delete Table 1 in its entirety and replace it with the following amended Table 1.

TABLE 1

| Symbol             | Meaning  | Unit                |
|--------------------|--|---------------------|
| a                  | Acceleration   | feet/s <sup>2</sup> |
| a(t)               | Acceleration as a function of time   | feet/s <sup>2</sup> |
| B <sub>i</sub> (t) | brake functions  | feet/s <sup>2</sup> |
| C <sub>l</sub> (t) | Braking effect caused by lateral friction when train is in curve                       | feet                |
| C <sub>p</sub> (t) | Braking effect caused by weight increase when train is in curve                        | feet                |
| D                  | distance   | feet                |
| D(t)               | dynamic brake  | pounds              |
| D <sub>C</sub>     | degree of a curve (angle for 100 feet of track) <sup>1</sup>                           | degrees             |
| E <sub>i</sub> (t) | Elevation function   | Feet                |
| F                  | Force  | pounds              |
| g                  | Gravitational acceleration (9.82 m/s <sup>2</sup> = 32.218 feet/s <sup>2</sup> )       | Feet/s <sup>2</sup> |
| K <sub>a</sub>     | Corrective factor for the effect of aerodynamic friction                               | lbs/feet            |
| K <sub>bi</sub>    | brake function coefficients  | no unit             |
| K <sub>d</sub>     | Corrective factor for the effect of dynamic brake application                          | no unit             |
| K <sub>ei</sub>    | Corrective factor for the effect of elevation change on segment <i>i</i> of the train  | s <sup>-2</sup>     |
| K <sub>l</sub>     | Corrective factor for the effect of lateral friction when train is in curve            | s <sup>-2</sup>     |
| K <sub>p</sub>     | Corrective factor for weight increase when train is in curve                           | s <sup>-2</sup>     |
| K <sub>r</sub>     | Corrective factor for friction of a train rolling on straight horizontal track         | feet/s <sup>2</sup> |
| K <sub>ri</sub>    | release function coefficient   | no unit             |
| K <sub>rv</sub>    | Dynamic corrective factor for friction of a train rolling on straight horizontal track | s <sup>-1</sup>     |
| K <sub>t</sub>     | Corrective factor for the effect of throttle application                               | no unit             |
| L                  | total train length   | feet                |
| L <sub>i</sub>     | length of segment <i>i</i>   | feet                |
| l <sub>ij</sub>    | length of the segment <i>i</i> section <i>j</i> of the train                           | feet                |
| M                  | total train mass   | lbs                 |

<sup>1</sup> The field CURVE in track database.

| Symbol    | Meaning   | Unit                |
|-----------|---|---------------------|
| $M_i$     | mass of segment $i$                                 |                     |
| $m_{ij}$  | mass of the segment $i$ section $j$ of the train    | lbs                 |
| $N_{ax}$  | Number of powered axles                             |                     |
| $p(t)$    | Pressure in brake pipe measured at front locomotive | psi                 |
| $P_{max}$ | Maximum pressure in brake pipe                      | psi                 |
| $R$       | curve radius  | feet                |
| $R_i(t)$  | release functions                                   | feet/s <sup>2</sup> |
| $L$       | train length  | feet                |
| $T(t)$    | traction force                                      | pounds              |
| $v$       | speed   | feet/s              |
| $v(t)$    | speed as function of time                           | feet/s              |
| $vd$      | speed recorded in database                          | feet/s              |
| $W$       | total train weight                                  | lbs                 |
| $w_{ij}$  | weight of the segment $i$ section $j$ of the train  | lbs                 |